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Illustrating the practical results of state control over private corporations, the report states that applications were made for stock and bond issues \$1,948,200, of which \$1,466,400 was approved (p. 20). An application to issue \$60,000 stock for patents was refused. In the case of the Brockton Gas-Light Co. the price of gas was fixed by the Board at \$1.50 per 1000, upon the principle that "the profits of companies supplying this kind of service must compare favorably with those which a new company might need to pay a fair dividend when fully equipped to render the same service." This company had over-issued stocks and bonds for speculative purposes, and had erected a plant for trying a new process of manufacture at a cost of \$78,500, which proved to be a failure. The Commissioners say relative thereto: "Consumers have a right to demand that profits in corporations of this character shall come from the legitimate exercise of their charter powers, and not from speculative manipulations of the stock, even though under the forms of law. The burdens of reckless management belong to the corporation and not to the public" (p. 14).

The average price for coal gas in Massachusetts has been —

1886,	\$1.72	1891,	\$1.31
1887,	1.66	1892,	1.38
1888,	1.56	1893,	1.27
1889,	1.45	1894,	1.26
1890,	1.39		

While two municipal lighting plants were constructed in 1894-95, there were 11 new private plants.

J. R. COMMONS.

INQUIRIES CONCERNING POVERTY.

Das Armenwesen in Steiermark. By Dr. Ernst Mischler, Director des statistischen Landesamtes von Steiermark. Graz, 1896. Pp. 258.

This is a most careful and thorough study of the conditions of poverty in Steiermark, based on a census taken in 1892, and a special investigation carried on in 1894-95. The general purpose of this special investigation was to secure facts throwing light on the probable effect of adopting such socialistic measures as old age pensions and insurance against sickness and accident, but the report confines

itself rather closely to the presentation of actual conditions, drawing very few conclusions therefrom. Full details are given as to the number of persons receiving public aid, the kind and extent of aid given, tendency to increase or decrease in the number receiving each kind of aid, cost of aid given, and so on. This part of the work contains numerous carefully prepared tables and ten cartograms, which are especially clear and effective.

The latter part of the work is devoted to the causes, personal and social, of poverty. The statistics bearing on this point are taken only from those who are receiving permanent aid, since it is too difficult to secure reliable data concerning those who receive temporary help. The calculations concerning the personal causes are based on 4790 cases of adults receiving permanent aid varying from total support to a small allowance. The three main causes are old age, causing 38.2 per cent of the whole number; physical infirmities, accounting for 27.3 per cent; and accident and sickness, causing 5.10 per cent. "These three causes are those which it is the special object of the socialistic insurance against age, infirmity, sickness, and accident to remove. According to the foregoing figures, some 70 per cent of the existing cases of poverty would have been provided for by such legislation, a fact which sets forth in the clearest light the need for such measures and their far-reaching importance."

The social causes for poverty are the general ones,—the breaking up of the old industrial system, the tendency of population toward the cities, the growth of a tramp class, unrestricted marriage among people entirely unprepared to support their families, and the decline of some forms of agriculture being among the most important. No remedies for these causes are suggested.

M. K. CONYNGTON.

Beitrage zur Statistik des Herzogthums Braunschweig. Herausgegeben vom statistischen Bureau des herzogl. Staatsministeriums. Heft XII. 1895.

This report gives the results of the census taken in Brunswick in 1890-91. It is prepared with characteristic German thoroughness, and, in addition to the fullest possible information respecting the age, sex, religion, and conjugal condition of the inhabitants, gives also a census of the dwelling houses in the Duchy, classified according to

the number of occupants. The results of the census are also compared with the same statistics for 1790.

The report does not contain much of general interest. Here, as elsewhere, the movement of the population from the country to the city appears, but it is far less marked than in our own country. During the century the population of Brunswick has increased 104.5 per cent; the increase of the urban population was 188.9 per cent, and of the rural population but 68.4. Comparison with the results of the censuses taken throughout the century, however, shows that the increase of the urban population was most rapid in the earlier part of the century, and that, though the number of the inhabitants of the cities is increasing more rapidly than that of the country districts, the proportionate increase has been growing smaller since about 1850. No reason is given for this change.

The increase in the number of houses has not kept pace with the increase in the number of inhabitants. While the population has increased 104.5 per cent, the number of houses has increased but 67 per cent. In other words, in 1790 the average number of occupants to a house was 7.6, while in 1890 it was 9.2.

The report contains also four excellent colored charts showing the density of population throughout the Duchy in 1790 and in 1890, the percentage increase in the number of inhabitants and in the number of houses.

Appended to the report is a treatise: *Der Einfluss der neueren socialpolitischen Gesetzgebung auf die Armenpflege im Herzogthum Braunschweig*, by Finanzrath Dr. F. W. R. Zimmermann, Vorstand des statistischen Bureaus des herzoglichen Staatministeriums. This treatise gives the results of an enquiry made to determine what influence such socialistic measures as old age pensions and insurance for workers against sickness and accident have had upon the public expenditures for charity. To really determine how far this influence is felt would have required such an expensive and laborious investigation that it was not even attempted, and the Government contented itself with sending out requests for information as to the actual amounts expended for charitable purposes during each of the ten years from 1884 to 1893, inclusive, and the numbers of persons for whose benefit they were used.

In 1884 the number receiving aid from the state was 5121. For some years this number decreased, reaching 4933 in 1889, and 5033

in 1890. For the next two years it increases, reaching 6212 in 1892, but again shows a slight falling off the next year, being only 6162 in 1893. This increase is the more striking, as 1890, the year in which it begins, is the year in which the laws relating to the insurance of the workers first became fully effective. The expenditures for charitable purposes during this period show a marked and, on the whole, a steady increase, rising from 286,801 marks in 1884 to 392,676 marks in 1893.

The special object of the enquiry had been to find out whether the action of the new socialistic legislation had had any effect in lightening the burden of charitable work. At first sight the figures quoted above would seem to indicate that this had not been the case, but Dr. Zimmermann considers that there is ample ground for drawing an opposite conclusion. The increase in the number of those receiving aid, 1091, is much smaller than was to have been expected, in view of the increase in the population and of the hard times prevailing from 1890 onward. The steady increase in the amounts expended for poor relief is likewise smaller than would naturally result from the extension of the field of relief that has taken place during the decade, and the increasing cost of the necessities of life. Considering these facts it seems certain that while these socialistic measures have not directly diminished the burden of poverty they have done so indirectly by preventing its increase.

A request was also sent out to those engaged in administering the public charities that they would state the effect in their district of the new socialistic legislation on the expenditures for charitable purposes. Answers were received from 32 cities and country districts. Eight either said that the legislation was still too recent for its effects to have become apparent or gave indefinite replies. Nine returns, received from communities containing a total population of 14,136, denied that the new laws had had any effect whatever on the matter of poor relief. Fifteen returns, representing a total population of 161,825, asserted that they had had a favorable influence on the expenditures for charity, though different places ascribed varying degrees of usefulness to the three forms of insurance,—sick benefit, old age pensions, and insurance against accident. These results show clearly the greater effectiveness of such measures in the cities, where the artisan class is naturally stronger than in the country.

In many respects the investigation was scanty and superficial, but its results seem to justify the opinion that while it will not be possible to obtain statistical proof of the effect of the socialistic legislation on the cost of poor relief until the lapse of a longer time shall have made its effect more apparent, there is good reason to believe that these new measures have already exercised an important influence in preventing the increase of the expenditures for charity which would otherwise have been necessary.

M. K. CONYNGTON.

RAILWAY STATISTICS.

Forty-Third Annual Report of the Railroad Commissioners of Connecticut for the Year Ending September 30, 1895. Hartford. Pp. 500, 116.

During the year the number of passengers carried showed a falling off of 582,613, or about one per cent. This reduction was caused by the competition of the electric roads. The total number of tons of freight transported increased a little over one-tenth. The relation of the unemployed to fatal accidents on railways is indicated by the fact that the number classed as trespassers injured during the past year on the railroads was but 150 as against 175 the previous year. Of this number more than one-half, or 78, were killed.

Eighteenth Annual Report of the Board of Railroad Commissioners of Iowa for the Year Ending June 30, 1895. Des Moines, 1895. Pp. xl, 316.

Complaint is made of the difficulty in obtaining information from railway companies that will disclose the working of the system of railroad transportation within the state. Detailed statements, consequently, of the operation of roads as limited by state lines are little more than an approximation. In the Appendix is given a valuable index of all the volumes thus far published by the Commission from 1878 to 1895, inclusive.

Thirty-Seventh Annual Report of the Railway Commissioners of Maine for the Year Ending June 30, 1895. Augusta, 1895. Pp. 59, 155, 391.

New railroad construction in Maine during the year ending June 30, 1895, was 110 miles, making a total of 1626 miles now operated.